

# The Hong Kong Telegraph.

No. 166.]

HONGKONG, SATURDAY, DECEMBER 24TH, 1881.

[PRICE—\$16 PER ANNUM.]

## Intimations.

### POLICE NOTIFICATION.

THE following Regulations are made under the provisions of Ordinance 10 of 1869:—

#### ILLUMINATIONS.

I.—After 8 p.m. on the nights of the 22nd, 23rd, and 24th, and on the morning of the 25th December, 1881, no Chairs or Vehicles will be allowed to pass along that portion of Queen's Road Central lying between Wardley Street and Murray Barracks.

II.—On the same dates no Jirikis, shas will be allowed to pass through Wing Lok Street, Jervois Street, Bonham Strand, or Bonham Strand West.

III.—On the night of the 24th and morning of the 25th December, 1881, no Jirikis shas will be allowed to pass along Queen's Road.

#### FIRE WORKS.

IV.—Admission to the Cathedral enclosure will be by Tickets, to be obtained by application to the Acting Registrar General, the Chinese Committee, or Inspector on duty Central Police Barracks.

V.—The South portion of the Parade Ground will be reserved for women and children.

VI.—The portion of Parade Ground between Queen's Road and the Cathedral will be reserved for all persons respectfully dressed.

VII.—Coolies will not be allowed to pass along the upper approaches to the Parade Ground.

#### CITY HALL.

VIII.—At all entertainments at the City Hall until December 31st, 1881, Chairs and Vehicles must get down from the East side and take up from the West.

IX.—All empty Chairs and Vehicles will be arranged by the Police in two lines, public Chairs down Queen's Road and private Chairs down Wardley Street, and must only come to the doors of the City Hall in turn.

X.—Passengers along the Streets, and Chairs will keep to the left hand side of the Streets and Roads in the direction in which they are proceeding.

XI.—In Queen's Road two Chairs will be allowed to be carried abreast of each other. In other Streets they must be carried in single line.

XII.—The Police will be directed to keep the crowd moving.

XIII.—Passes will be required after 2 a.m.

W. M. DEANE,

Captain Superintendent of Police, Central Police Barracks, Hongkong, 21st December, 1881.

### J. AND R. TENNENT'S ALE and PORTER.

DAVID CORNAR & SONS, Merchant Navy, Navy Bolel, Long Flat, Crown.

ARNHOLD KARBURG & Co., Hongkong, 15th June, 1881.

### RECORD of AMERICAN and FOREIGN SHIPPING.

ARNHOLD KARBURG & Co., Hongkong, 15th June, 1881.

### Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, Jewellers, Silver-smiths, and Opticians.

Charts and Books, Nautical Instruments.

Sole Agents for Louis Automats' Watches; awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES No. 33, Queen's-road Central.

## Intimations.

### FOR SALE.

THE RACING PONIES—WILD SCUD. TOO-TOO. REVERSE.

All WINNERS at the late Poohow Meeting. Quiet and Sound.

Apply to The Editor of the Hongkong Telegraph, Hongkong, 24th December, 1881.

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

### NOTICE.

COMMENCING on SUNDAY, the 25th inst., the Steamer "POWAN" will leave Hongkong for Canton on SUNDAYS instead of MONDAYS. Until further notice her departures will be:—From Hongkong on WEDNESDAYS, FRIDAYS, and SUNDAYS, at 5.30 p.m. From Canton on TUESDAYS, THURSDAYS, and SATURDAYS, at 5 p.m.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, 22nd Dec., 1881.

### THE EVENT OF THE SEASON.

### KOWLOON GARDEN.

### BOXING DAY.

DECEMBER 26TH, 27TH, AND 28TH.

### GRAND XMAS HOLIDAY.

FAIR, AND FEET.

Combination of Specialties. Feast of 10,000 Lanterns and Arabian Nights' Entertainment, introducing

THE WANDERERS COMPANY

in their

NEW AND NOVEL PERFORMANCES.

### MIDDLE ZELUKA'S

Modern Mysteries in the Magical Pavilion.

The Theatre will accommodate 3,000 people, and for the convenience of Ladies and Gentlemen a few seats will be reserved, retainable the whole Evening at One Dollar each extra.

### GRAND PHANTASMAGORIA.

New Variety Performances in the Theatre. The Celebrated

HAYES FAMILY

In their High and Flying Trampoline Acts and Icarian Games.

### MILITARY AND STRING BANDS.

DANCING ON THE MONSIEUR PLATFORM.

### FIRE WORKS.

Concluding with a Grand Allegorical Tableau.

1,000 Dollars Given Away in prizes from 10 to 50 Dollars, all persons entering the gates will receive a numbered ticket entitling them to a chance in the above.

American Rifle Saloon, Swings, Merry-go-Rounds, Giant Strides Ring Swing, and One Thousand and One attractions.

ADMISSION ONE DOLLAR.

CHILDREN HALF PRICE.

NO EXTRA CHARGE.

TWELVE HOURS OF GLORIOUS FUN.

Doors Open at Twelve Midday.

REFRESHMENTS.

PEMBERTON W. WILLARD.

Hongkong, 22nd Dec., 1881.

## Intimations.

### V. R.

THE Undersigned has received instructions to invite TENDERS for the PURCHASE of that VALUABLE RIVERSIDE PROPERTY known as the

BRITISH NAVAL YARD, SHANGHAI,

Comprising about 41 Mow of Land, with a River Frontage of 1,200 feet, together with the Wharves, Godowns, and DWELLING-HOUSES thereupon.

Offers, in sealed covers, to be addressed to the "PAYMASTER-IN-CHARGE, SHANGHAI," from whom full Particulars may be obtained, as well as information as to the Conditions of Sale.

The right to reject the highest or any Tender is reserved.

E. B. JOREY,

Naval Storekeeper.

H.M. Naval Yard, Hongkong, 19th Nov., 1881.

### EX FRENCH MAIL STEAMER

"DJEMNAH."

### MALAGA FRESH GRAPES.

GENTLEMEN'S ready-made OVERCOATS, Embroidered and Fine White LACE, BALL HAND-KERCHIEFS, Ladies' and Gentlemen's Finest White LINEN HAND-KERCHIEFS, White TRAINED SKIRTS for BALL DRESSES, White KID GLOVES, Embroidered and Fancy FANS.

Great Variety in ORIZA PERFUME TOILET REQUISITES, comprising:—ORIZA NEW MOWN HAY, ORIZA OPOPONAX BOUQUET, ORIZA WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS, ORIZA ESS. HELIOTROPE.

&c., &c., &c.

ORIZA POWDER, ORIZA DEW, TIFRICE, ORIZA SOAP, ORIZA HAIR OIL.

&c., &c., &c.

BEA DA SILVA & Co.

Hongkong, November 23, 1881.

### Afong, Photographer,

HAS A LARGER COLLECTION of VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of

D. K. GRIFFITHS,

Studio 8, Queen's-road.

### T. ALGAR AND COMPANY,

HOUSE AND ESTATE AGENTS.

RENTS COLLECTED.

BROWN, JONES & Co.,

UNDERTAKERS.

MOURNING STATIONERY, &c.

MONUMENTS, ERECTED.

9, HOLLYWOOD ROAD.

## ED. CHASTEL & CO.,

### WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE-CLOS DE MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHARTREUSE, COGNAC, MARASCHINO.

Price list on application.

## CHRISTMAS PRESENTS.

KELLY & WALSH HAVE RECEIVED BY THE AMERICAN MAIL A FURTHER CONSIGNMENT OF

### ELECTRO PLATED WARE,

Comprising—Tea and Coffee Sets, Toilet Stands, Fruit and Cake Baskets, Goblets, Card Receivers, Vases, Napkin Rings, &c.

### FROM JAPAN.

Photographs of Japanese Scenery, Coloured and Plain, and Photographs of Japanese Celebrities, Mounted and Bound in Japanese Binding.

To meet the convenience of Customers the Store will remain open

This Evening till SIX o'clock.

KELLY & WALSH—QUEEN'S ROAD.

### By SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

### T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER, No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China.

Is now showing a large and well selected Stock of Black and Blue BROADS and DOBSKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French-WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

## SAYLE & CO.'S SHOWROOMS.

### ARRIVAL OF THE PRINCES.

SAYLE & Co. INTEND HAVING A

### SPECIAL SHOW

THIS DAY, DECEMBER 24TH, AND FOLLOWING DAYS, OF NOVELTIES SUITABLE FOR RECEPTION, BALL, AND

GALA WEAR.

FLOWERS, FEATHERS, GLOVES, RIBBONS,

SCARVES, &c., &c.

VICTORIA EXCHANGE—HONGKONG.

Hongkong, 6th December, 1881.

## CHRISTMAS PRESENTS.

JUST RECEIVED a Parcel, Splendidly Assorted, of FANCY GOODS suitable for

CHRISTMAS AND NEW YEAR'S PRESENTS.

Also a Large Assortment of TOYS in Endless Variety.

Our GENERAL DRAPERY, SILK, and DRESS DEPARTMENTS have been newly furnished by the last French and English Mails.

BLACK SILKS and SATINS.

MOIRE STRIPED SILKS and SATINS.

STRIPED VELVETS (very fashionable).

EMBOSSED VELVETS and VELVETEENS.

NUNS VEILING, BLACK SILK VELVETS and VELVETEENS.

NEW DRESS GOODS in the LATEST NOVELTIES.

—From 25 cents per yard.—

Also, FLANNELS, BLANKETS, BED and TABLE LINEN.

A Large Assortment of FANCY LACE GOODS.

SUNSHADES, UMBRELLAS, HOSIERY, &c., &c.

Clearing out a lot of Fancy Wool and Quays Work at HALF PRICE.

## ROSE & Co.

31 & 33, QUEEN'S ROAD.



**A. S. WATSON & Co.**  
WHOLESALE AND RETAIL  
DRUGGISTS,  
GENERAL CHEMISTS,

AND  
Manufacturers of the following  
AERATED WATERS, viz:  
SODA, TONIC, SASSAPARILLA,  
AND POTASH, LEMONADE,  
GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
Orders.

HONGKONG DISPENSARY.

SHANGHAI PHARMACY.

CANTON DISPENSARY.

THE DISPENSARY.

FOOCHOW.

THE  
**Hongkong Telegraph.**

HONGKONG, 24TH DECEMBER, 1881.

THAT it is much easier to discover an abuse than to find a remedy for the same and successfully apply it, is indisputable. It may also be as positively asserted that any government issuing licences for any purpose whatsoever thereby incurs the responsibility of regulating the thing licensed, whatever it may be. We are induced to make these remarks by hearing a complaint of a very gross case of imposition on a resident who had occasion recently to go off to a steamer which was just about to leave the harbour. The gentleman referred to, not possessing a boat of his own, had to adopt the usual method of persons so situated, namely that of hiring a native boat. He took a sampan at Peddar's Wharf, and when he got into the boat was asked what ship he wanted to go to. Upon giving the name of the vessel, he was told he could be taken to her for a dollar, and that the fare must be paid beforehand or they would not move. The would-be passenger, who knew that the charge was a gross imposition, left that sampan and hailed another. In the meantime boatman number one communicates with the others, who all stick out for a dollar fare; none offering to go for less, the passenger proceeds to Messrs. Lapraik's wharf, in the hope of getting better served. Boatman number one and some of his mates, however, follow the discomfited passenger to the other wharf, and, shouting the circumstances to the Chinese boat people there, all refuse to take him to the ship for less than the dollar originally demanded. Time was now getting short, and seeing no other chance, the dollar was paid, the ship visited, the business transacted, and the passenger landed again at Douglas wharf in the space of forty minutes, the proper payment for which is twenty cents. To say nothing of the overcharge, the annoyance caused by an incident of this kind is very great. We understand that the method adopted by the boat people in a case like this is that the originator of the excessive demand stands in with the people who obtain the fare from the victim when the latter has discovered that he must pay or stand on the wharf and miss the object of his contemplated visit to a ship. The boatpeople are well aware of the dislike entertained by Europeans of going up to the Police Station, and they also know that nine out of ten of the community would rather lose a dollar than an hour of time, and for those reasons practice imposition with impunity. It is not easy to suggest a remedy for this abuse, we must admit; and in cases which have been taken before the Police Magistrates for this offence the fines have been so prepos-

terously small as to be quite ineffectual in stopping the nuisance, which is carried on by the boat people to a greater extent than is generally known, from the fact that the majority of residents who go afloat either possess a boat or have one at their command. The method which occurs to us as the one likely to become a deterrent amongst the sampan people for overcharging their fares is that, upon conviction, their license should be suspended for a month, for a second conviction three months, and for a third—which would indicate the hardness of the offender—the license should be cancelled. Such measures might be considered harsh by some, but numbers of the boat-people frequently behave to their fares—especially strangers—in such a gross manner that they do not merit much consideration.

The following notice has been issued:—The Committee of the Chinese Community beg to inform the Foreign Community that no tickets are necessary for admission to the Stand and Enclosure on the Parade Ground this evening, as those places are open to all gentlemen who may wish to bring the lady members of their families to see the fireworks.

To-day being the Vigil of the Most Holy Nativity, services will, as usual, be held in the Roman Catholic Cathedral, commencing with the Matins at 10 p.m. and immediately afterwards High Mass will be celebrated. We learn that, under the conductorship of Mr. R. S. Pinto, the organist of the Cathedral, a splendid mass has been in rehearsal for some time for this occasion.

The Messageries Maritimes steamer *Ocus*, which arrived this day, reports having been detained in the Suez Canal from the 19th to the 25th November. The *Ocus* has not been on shore, as surmised by the *Daily Press*, for, of the thousands of steamers that pass through the "ditch," no vessels are navigated more carefully—we might say with that extreme caution—than the French mail steamers. The cause of the block was the sinking of the *Indomish* in a narrow channel of the Lesser Bitter Lake, as we reported more than a fortnight since.

We beg to call the attention of local sportsmen to an advertisement in another column, referring to the well known race-ponies Wild Soud, Too-too (late Third Trumpet), and Reverse, which are offered for sale on very reasonable terms. These ponies have all distinguished themselves at the recent Fochow Meeting; the first named, winner of the Hack Stakes at Shanghai, landing three races, and only losing the Champions by a "fluke." Entering patrons of the "sport of kings" have an excellent opportunity of acquiring a very useful little stud at a comparatively small outlay.

Our evening contemporary has discovered a new style of reporting boat-races. Until last night we were under the impression that boats were "pulled" or "rowed." Doubtless we have been laboring under a delusion for many long years. The *China Mail* describes the contest between the boats of the European Police and Royal Artillery in the following originally manner:—"This race was run in good form throughout, and was ultimately won by the *Zulu*, &c." Running boats are certainly a novelty, and intelligible reports in the *China Mail* would also be something quite new.

Owing to a report which had gained ground by some means or other, that the Princes were to promenade in state along Queen's Road yesterday forenoon, the city was visited by several thousands of Chinese from the adjacent villages. It was computed that 3,000 left Yow-mah-ti, in steam launches, cargo-boats, sampans, and all kinds of craft. The pier opposite the Police Station was a scene of great confusion, throughout the morning the whole of the force under Inspector Cameron, being fully occupied in preventing over-crowding in the boats, and in dragging people out of the water. Luckily no casualties resulted; but we should imagine that the loyal Celestials were rather disgusted with having their journey for nothing.

Telegrams for Bangkok can go forward by mail closing at Singapore at 3 p.m. to-morrow, the 25th instant.

Lord and Lady Harris and Lord Zouch are staying at Government House, on a visit to His Excellency Sir John and Lady Hennessy.

The French mail steamer *Ocus* arrived in the harbour shortly before noon to-day. The mails, we are informed, will not be ready for delivery until 4 o'clock.

Only 22 nominations have been taken for the Hongkong Derby of 1882, and of that number 13 are in three hands, namely Mr. Paul 5, and Messrs. St. Andrew and Gordon 4 each.

For the convenience of the patrons of the grand fête to be given at Kowloon on Monday and following days, the management has engaged steam-launches to depart from Peddar's Wharf every half-hour, commencing at noon, for which no charge will be made.

The well-known British barque *Forward-Ho*, Captain Wade, has, we regret to hear, come to grief somewhere North of Sendai, whilst on the passage from Yokohama to Kobe. Further particulars had not arrived in Yokohama at the date of departure of the *Sunda*.—*Rising Sun*.

The Governor and Lady Hennessy were present at the Regatta to-day, in His Excellency's steam launch, with Lord and Lady Harris, Lord Zouch, Mr. J. Stafford Northcote, and Lieut. Cox, A.D.C. The Governor's party went on board the French flagship *Thémis* at four o'clock to the afternoon party given by H.E. Admiral Duperré to their Royal Highnesses Prince Albert Victor and Prince George.

#### TRAINING NOTES.

Training operations this morning were not of a very interesting character. The Princes did not turn up, so large quantities of coffee and bread and butter remained unconsumed. "Taylor" was awfully disappointed, and threatens to sue the *Telegraph* for inducing him to invest largely in provender by publishing unfounded rumours. The course was a regular mad swamp on the far side, and very little better in the straight run-in, consequently the galloping was generally at a funeral pace. Strathpeffer cantered half mile, going in anything but free style; but the heavy course and want of company would account for the little grey's not caring to extend himself. Bohemian and the Shanghai griffin went nearly a mile at a slow pace, the grey pony moving along in especially good form. Wild Race also lobbed along, covering rather over a mile in his canter. Mr. Theo's dark grey and Mr. Paul's black subscription griffin "powed" over the six furlongs course, the black having all the best of the spin; and over the same distance Mr. Theo's white proved too much for Mr. Nickels' representative. Mr. Sassoon's griffin in the same stable galloped in very good form. Lord of the Isles and Dauntless were sent slowly about five furlongs, both moving well; and Lochiel and Glengarry, in the same interest went half a mile, the last named at a smart pace. Four of Mr. Grammont's subscription griffins galloped once round in pairs, the large bay, the "Infant" as he has been facetiously styled, going the best of the four through the mud. A second string repeated the performance at about the same pace, and in similar style. Fly-catcher after trotting, cantered sharply a quarter of a mile, and pulled up sound. Spectre, Phantom, and Cromwell walked, trotted, and cantered, all looking and going well. The East Point lot were cantered singly, and appear to be improving. We had almost omitted to say that Wild Eddy and Redstart were on the course shortly before daylight, but did nothing worthy of remark. The white legged brown and grey subscription griffins covered about seven furlongs slowly, the last named being quite unable to live with the brown, when steam was put on at the finish. Souter Johnny and Whisper (Mr. Barretto's grey) cantered three quarters of a mile, the bay improving on his Wednesday's exhibition, and getting slightly the best of the finish through the heavy going.

#### FOOCHOW RACES.

THIRD DAY.—December 17th.

The following are the results of the final day's racing at Fochow:—

The LADDER CUP.—Once round and a distance.

Wild Iker ..... 1  
Second Trumpet ..... 2  
Zulu ..... 3

Time, 1.44.

The CHAAS CUP.—One and Three-Quarter Miles.

Strathaird ..... 1  
Jolly Friar ..... 2  
Reverse ..... 3

Time, 4.17.

The LADIES' PURSE.—Once round.

Javelin ..... 1  
Too-too ..... 2  
Merry Monk ..... 3

Time, 1.27.

The CONSOLATION CUP.—One Mile.

Zip ..... 1  
Second Trumpet ..... 2  
Reichsfuhrer ..... 3

Time, 2.24.

The CHAMPION STAKES.—One and a Quarter Miles.

Jolly Friar ..... 1  
Wild Soud ..... 2  
Strathaird ..... 3

Time, 2.59.

The COSMOPOLITAN CUP.—Three-Quarter of a Mile.

Javelin ..... 1  
Merry Monk ..... 2  
Reverse ..... 3

Time, 1.45.

#### THE CHINESE FESTIVITIES.

Last night the weather had improved a good deal for the Chinese festivities although the roads were muddy and slippery. The illuminations were much better than on the previous night. Several hundreds of dwarf plants had been received from Canton during the day and were exhibited along Queen's Road and the Praya. The buildings most conspicuous in the China-town for their illuminations were Man On Insurance Office the On Tai Insurance Office, and the several "curio" shops along Queen's Road. Several European houses were also illuminated last night, including the offices of Mr. E. R. Bellios, Messrs. H. M. M. Ally & Co., and Hajee Mahomed & Co., at Lyndhurst Terrace; the Jewish Synagogue, and Messrs. Tata & Co.'s premises in Hollywood Road, Messrs. Gaupp & Co.'s Mr. Along's, the Hongkong Hotel, and the Hongkong and Shanghai Bank in Queen's Road.

The fireworks on the Parade Ground began about 8 p.m. and were continued up to about eleven o'clock. There were present hundreds of Europeans, including a number of ladies, and several thousands of Celestials. The several detachments of the procession with both the dragons joined together at the junction of Caine Road and Arbathnot Road, and promenaded along Caine Road and paid a visit to the Government House. We learn from the Master of the Ceremonies that His Excellency expressed himself well pleased with the show. The procession then retired, and proceeded down to Queen's Road by the Murray Barracks where they were pelted with stones and rubbish by several of the men of the Royal Inniskilling Fusiliers. Six or seven of the Chinese sustained slight injuries, and the dragons fishes, &c., were broken in different places. We hope the Military Authorities will take due notice of this outrage. The principal features of the procession were about a thousand parti-colored lanterns, 200 fishes lit up with candles, 30 girls dressed in richly embroidered clothing, and painted in highly approved fashion, two dragons, and several hundred other curiosities. To-night, being the last night of the festivities, will surpass all previous shows.

#### VICTORIA REGATTA.

The twenty sixth annual regatta, held under the auspices of the Victoria Recreation Club, was commenced yesterday under the most favourable circumstances. The weather, although rather threatening in the early part of the forenoon, cleared up shortly after mid-day. The water was comparatively smooth the whole length of the course, and there was just sufficient wind to ensure exciting contests for the sailing races. Unfortunately, owing doubtless to the plethora of amusements lately going on all over the colony, the efforts of the Recreation Club Committee to provide for the comfort of the community, were not responded to to the extent hoped. A commodious stand had been erected opposite the winning mark, and a sumptuous luncheon provided at considerable expense;

and it was therefore rather dispiriting to find the place almost entirely deserted. We should think that perhaps half a dozen ladies, and probably twice as many gentlemen, is a rather exaggerated estimate of the attendance in the Grand Stand. It would appear that the annual regatta, so far as the general public are concerned, is dying a natural death. The whole of the interest is confined to the patrons and supporters of rowing and sailing and their immediate friends, and we should think that in another year the committee will consider it politic to make no provision whatever for the general community.

The princely hospitality of the Peninsular and Oriental S. N. Co. used in olden days to attract a large number of the public to the flag-ship; but times have greatly changed of late years, and steamers have far too much work to get through in this stirring business age, to be able to put on holiday attire, even for the pleasure of an entire community. It is, however, only in the surroundings that this year's regatta shows any falling off compared with previous celebrations. The water-boats, and house-boats, the steam-launches, and general support of the mercantile portion of the city, which a few years ago used to form a prominent feature in the aquatic sports were all conspicuous by their absence yesterday; but as a set-off against this the sport was in almost every respect superior to anything we have seen for the past five years. The races for the junior sculls, gigs pulled by police and soldiers, the Chairman's Cup, house boats, and man-of-war boats, were splendidly contested, and well worth seeing. With regard to the men-of-war race, we think some one must have blundered in not making different arrangements so far as foreign competitors were concerned. Post entries should have been allowed to all foreign boats, as well as to those of the Detached Squadron. There are French, German, Russian, American, Spanish, Portuguese, and Chinese war-vessels at present lying in the harbour, and we are quite certain that arrangements could have been made without difficulty to ensure boats from all these different nationalities entering in friendly rivalry against the representatives of the "Union Jack." We might also call attention to the unfairness of permitting such craft as the *Victor Emanuel* and the *Iron Duke's* galleys, which are really built for regattas, to enter the field against the ordinary service cutters. The time allowances, 8 seconds per oar, will seldom bring these boats together, and it gets absolutely sickening year after year to see the Commodore's Chinese crew, entirely owing to their superior craft, rowing right away from the heavy men-of-war boats. Let the two galleys compete against the Police and Artillery, allowing 8 seconds per oar, and the contest will be a fair one; to permit them to play havoc with the old service-cutters is simply spoiling what would otherwise be a fair, and assuredly in every case, close and exciting race.

The racing commenced punctually with the junior sculls, for which the whole four entered came to the post, Angier and Richards having most supporters; but while the latter was all abroad after getting a bad start, the light weight, waited on Lavett until close home, when he shot ahead, and won looking round at his opponent. Four boats, three belonging to the police, and the old Gunner representing the artillery, started in the gig race, and after a close struggle to the half distance the *Zulu* (the late Inspector Grimes's old boat *The Beat*) won with ridiculous ease, the Gunner being tailed off. Sampson's crew won the Chairman's Cup after a close race with Lavett's, the latter appearing to row in far the better form at the finish. The *Victor Emanuel's* galley had an easy task against the man-of-war cutters, the *Iron Duke's* galley with a European crew being the only competitor that had a look in against the Chinaman. A magnificent race between the 6-oared whalers of H.M.S. *Inconstant* and the U.S.S. *Palos* for third place, ended in favour of the first named by less than half a length. The German Cup for Canton four-oared cutters fell to Bennett's crew rowing the Shamrock, their most dangerous opponents stroked by Lavett in the Rose, having their prospects extinguished immediately after the start, owing to the yoke



lines breaking. The race for house-boats and gigs pulled by Chinamen was a most rascally affair, which ought to be taken notice of by the committee. Only three crews entered, two from the Commissariat, rowing in the Scorpion and Commissariat, and the police boat Zulu. In the first place there is no such house-boat or gig as the Scorpion. This craft was neither more or less than the Royal Artillery's famous inrigged Canton outer, the Gunner. In the second place the two Commissariat crews had evidently arranged to win the race by fair means or foul, and they succeeded by the most bare-faced piece of "roping" ever seen. The coxswain of the Scorpion, otherwise the Gunner, was director in chief. Immediately after the start, he signalled to his colleagues to make the pace, and bearing right over to the Zulu he commenced to bore her to one side until the oars of both boats were almost touching, if they did not actually touch. He then rowed right across the police boat, took her water, not fairly and legitimately, as he had no clear lead at the time, but simply for the purpose of impeding the boat, so as to allow the Commissariat to get ahead. The dodge succeeded admirably; the police coxswain did not have "savvy" enough to run his tormentor down, which he might have done, but tried first on one side and then on the other to get past, and these efforts being foiled by the other boat. Eventually the Commissariat came in first, but did not save her time from the Gunner, the Zulu coming up fast, a length or two away, third. If the Committee had done their duty they would have disqualified both Commissariat boats, not only for this race but for the entire meeting. The Ladies' Purse was won easily by Sampson and Hughes, whatever prospects Fisher and Angier may have possessed being completely spoiled by the eccentric steering of their coxswain. A full description of the races is appended:—

**JUNIOR SCULLS.**—For Single Pair Sculling Boats; distance, One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China or Japan.

Mr. H. E. Angier, 9th. 8th. May Flower... 1  
Mr. W. S. Leavitt, 10th. 8th. Mary Love... 2  
Mr. C. W. Richards, 10th. 8th. Calantha... 0  
Mr. A. E. Easton, 10th. 7th. Plaster... 0

To a rather indifferent start, Richards being the greatest sufferer, the four competitors were sent on their way, Leavitt at once taking a prominent position in the centre of the course. Before half the journey was completed Easton by bad steering had got right away into the bay, where a collision with a junk extinguished what chance he may have possessed, and Richards was also in difficulties. Angier, rowing in beautiful style, had apparently got the measure of his only dangerous opponent, and waited until three hundred yards from home, when he shot to the front without an effort, but easing down in the last hundred yards was satisfied to win, looking over at his antagonist, by about half a length. Time, 9.45.

**GRAS** pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance, One Mile. Entrance, \$1. First Prize, \$15; Second, \$5. Outrigged Boats excluded.

Police Boat, Zulu (6 oars)..... 1  
Police Boat, Avon (4 oars)..... 2  
Police Boat, Glasgow (4 oars)..... 3  
Royal Artillery, Gunner (4 oars)..... 0

A good start was effected, and the four boats kept well together for the first half mile, when the superior strength of the Zulu's crew commenced to tell. At the coal-sheds they had drawn clear from the Avon and the Glasgow, the R.A. boat suddenly falling into the rear. Alongside the man-of-war the leader went clear away, and won, rowing hard to the end, by about ten lengths, a close race for second place ending in favour of the Avon by half a length. The Gunner was a long way off last. Time, 7.54.

**THE CHAIRMAN'S CUP.**—For Four-Oared Canton Outrigger. Distance One Mile and a Half.

"Leek."—First.  
Bow, Mr. F. Grimbale.....10th. 0lb.  
No. 2, Mr. A. B. Tomkins.....10th. 10lb.  
No. 3, Mr. J. I. Hughes.....11st. 0lb.  
Stroke, Mr. J. A. Sampson.....11st. 9lb.  
Cox, Mr. H. W. Sampson.....9th. 0lb.

"Rose."—Second.  
Bow, Mr. T. M. Fisher.....10th. 7lb.  
No. 2, Mr. E. Lane.....10th. 10lb.  
No. 3, Mr. O. E. Ruck.....12st. 4lb.  
Stroke, Mr. W. S. Leavitt.....10th. 8lb.  
Cox, Mr. H. E. Angier.....9th. 8lb.

"Shamrock."—Third.  
Bow, Mr. A. J. Murray.....10th. 10lb.  
No. 2, Mr. J. L. Armistage.....10th. 8lb.  
No. 3, Mr. H. M. Young.....11st. 8lb.  
Stroke, Mr. J. A. Bennett.....11st. 5lb.  
Cox, Mr. G. A. Caldwell.....8th. 8lb.

"Thistle."—Fourth.  
Bow, Mr. M. Goodrich.....10th. 10lb.  
No. 2, Mr. O. W. Richards.....10th. 8lb.  
No. 3, Mr. J. B. Cameron.....13st. 10lb.  
Stroke, Mr. A. Denison.....11st. 4lb.  
Cox, Mr. H. Hall.....8th. 6lb.

To a good start, Bennett cut out the work for the first hundred yards, when Sampson pulling a powerful but ungainly stroke, "ploughed" his way to the front, and at the mile post led by fully two lengths. The

Thistle on the extreme outside appeared to be well pulled up to this point, but the cox took her too far out, and before she could be got straight her chance was gone, and Denison ceased to persevere. At the coal-sheds Bennett's crew hal shot their bolt, the Leek leading the way by at least three lengths, but rowing in very bad form. A hundred yards further on Angier called on his men, and they vigorously responded, lessening the gap between themselves and the leader at every stroke. Leavitt spurred again and again most pluckily, but just failed to get up, although rowing in far superior form, Sampson passing the judge first by a bare half length; the others beaten off. Time, 10.45.

**MAN-OF-WAR'S GRAS** and **WARRIORS.**—Distance, One Mile. First Prize, \$15; Second, \$5. Time allowed for oars, 8 seconds per oar.

H.M.S. Victor Emanuel's 8-oared Waler..... 1  
H.M.S. Iron Duke's 8-oared Galley..... 2  
H.M.S. Inconstant's 6-oared Galley..... 3  
H.M.S. Iron Duke's 5-oared Waler..... 0  
H.M.S. Victor Emanuel's 5-oared Waler..... 0  
H.M.S. Cleopatra's 5-oared Waler..... 0  
U.S.S. Palos's 6-oared Waler..... 0  
H.M.S. Tourmaline's 5-oared Galley..... 0

With very little difficulty the eight boats were arranged in line, and evenly sailed on their journey. After the first half dozen strokes the Victor Emanuel's galley drew to the front, closely pursued by the galley of the Iron Duke, and to these two the race was confined throughout, the Chinamen winning easily by three lengths in 7.39. A splendid struggle for third place between the whalers of the U.S.S. Palos and H.M.S. Inconstant, resulted in favour of the British crew, who managed to get the nose of their boat in front in the last hundred yards.

**GERMAN CUP.**—To be rowed in Canton waters. Distance, One Mile.

"Shamrock."—First.  
Bow, Mr. T. F. Fisher.....10th. 7lb.  
No. 2, Mr. A. B. Tomkins.....10th. 10lb.  
No. 3, Mr. J. I. Hughes.....11st. 4lb.  
Stroke, Mr. J. A. Bennett.....11st. 5lb.  
Cox, Mr. G. A. Caldwell.....8th. 8lb.

"Thistle."—Second.  
Bow, Mr. R. K. Leigh.....10th. 10lb.  
No. 2, Mr. J. L. Armistage.....10th. 10lb.  
No. 3, Mr. O. Holliday.....13st. 0lb.  
Stroke, Mr. O. E. Ruck.....12st. 6lb.  
Cox, Mr. H. Hall.....6th. 6lb.

"Rose."—Third.  
Bow, Mr. A. J. Murray.....10th. 10lb.  
No. 2, Mr. A. Denison.....11st. 4lb.  
No. 3, Mr. M. L. Young.....11st. 8lb.  
Stroke, Mr. W. S. Leavitt.....10th. 8lb.  
Cox, Mr. H. E. Angier.....9th. 8lb.

Only three boats started, owing to the withdrawal of Leek. Sampson preferring to reserve his powers for the Ladies' Purse. A good start was effected, but Leavitt's crew were immediately put out of the contest, the ruder lines breaking after the second stroke. The race requires little description, as Bennett took the lead at the half distance, and rowing in good form throughout, won easily by about five lengths. Time, 5.58.

**HOUSE BOATS** and/or **GRAS**, **RUTTER** BY **CHINAMEN.**—Distance, One Mile. First Prize, \$15; Second, \$5. Time for oars—6 seconds per oar.

Commissariat boat Gunner (4 oars)..... 1  
Commissariat boat Commissariat (6 oars)..... 2  
Police boat Zulu (6 oars)..... 3

The three competitors started well together, the Scorpion (Gunner) on the right, and the Commissariat on the inside. After rowing abreast for some 200 yards, the coxswain of the Gunner signalled to his colleagues in the Commissariat to bear over the right, the intention being evidently to hem the police boat in, so as to prevent its getting to the front. The Gunner then bore over to the Zulu and a foul appeared imminent, but the cox of the latter foolishly gave way, and allowed the former to take his water, although the stem of the Zulu was almost touching the Gunner's stern. The Zulu was then steered outside, but immediately an attempt was made to get to the front the Gunner again deliberately blocked the way. An attempt to get past on the inside was foiled in the same manner, the Commissariat having in the meantime obtained a strong lead, which was maintained to the end, although the Gunner was the winner with its time allowance of 12 seconds. The Zulu after being steered all over the course came up very fast at the finish, and ought, by all recognised laws of boat-racing, to have received the prize.

**LADIES' PURSE.**—For pair Oared Outrigged Gigs. Distance, One Mile.

"Oonah."—First.  
Bow, Mr. J. I. Hughes.....11st. 0lb.  
Stroke, Mr. J. A. Sampson.....11st. 9lb.  
Cox, Mr. H. W. Sampson.....9th. 0lb.

"Lark."—Second.  
Bow, Mr. H. E. Angier.....9th. 8lb.  
Stroke, T. F. Fisher.....10th. 7lb.  
Cox, Mr. H. Hall.....8th. 6lb.

"Alpendre."—Third.  
Bow, Mr. H. M. Young.....11st. 8lb.  
Stroke, Mr. J. A. Bennett.....11st. 5lb.  
Cox, Mr. G. A. Caldwell.....8th. 8lb.

Some delay was caused at the start by a mishap to one of the rowlocks of the Oonah, which was eventually put straight. Fisher and Angier were first away, and rowing in grand form, quickly drew ahead, taking a lead of quite a length in the first hundred yards, which they gradually increased for a quarter of a mile, where their cox took them a long way out of their course, appearing quite unable to keep the boat straight. The positions of the boats were difficult to define at the half mile, until Hall brought his boat right from under the stern of H.M.S. Midge and crossed directly in front of Bennett who was out of the race from this point.

By this time Sampson was leading by at least three lengths, which was, however, quickly reduced to a third of that distance as soon as Fisher got straight. Prospects of a close race were evident, when the boat apparently refused to answer her helm, rolling all over the course, which left the leaders to paddle in the easiest of winners by about two clear lengths. Bennett was a long way behind. Time, 7.29.

## CANTON INSURANCE OFFICE.

An extraordinary general meeting of the shareholders of the Canton Insurance Office, was held at the office of the General Agents, Messrs. Jardine, Matheson & Co., yesterday afternoon. There were present the Hon. F. B. Johnson, Hon. P. Ryrie, Mr. H. Dalrymple, Mr. F. D. Sassoon, Mr. W. H. F. Darby, Mr. J. Macgregor, Mr. J. A. dos Remedios, and Mr. E. F. Alford, Secretary.

The Secretary having read the notices convening the meeting—

The Chairman said this meeting was simply called for the purpose of confirming the resolution passed at the meeting of the 8th inst. A resolution to that effect would be put by Mr. Ryrie.

Then Hon. P. Ryrie then proposed the following resolution—

"That the following resolution which was passed at the extraordinary general meeting of the office held on the 8th day of December, 1881, be confirmed."—That the company be wound up voluntarily as from the 31st December, 1881, under the Provisions of the Companies Ordinance 1865 and 1877, and that the Hon. Francis Balseley Johnson, and Edward Fleet Alford be, and they are, hereby appointed liquidators for the purpose of such winding up."

Mr. Darby seconded the resolution, and it was carried unanimously.

The Chairman said he wished to avail himself of the opportunity of saying that the applications for shares were so numerous from shareholders in the old office, entitled to preferential allotments, and from persons likely to give business to the office, that he feared there was very little chance of applications from private individuals being acceded to by the Committee. He mentioned the fact now, in order, as far as possible, to avoid disappointing the general public.

This concluded the business of the meeting.

## COMMERCIAL INTELLIGENCE

**THIS DAY, One P.M.**  
Stock Exchange business has been entirely suspended. Quotations remain unaltered.

**SHARES.**  
Hongkong and Shanghai Banking Corporation—117 per cent. premium, Sales.  
Union Insurance Society of Canton—31,800 per share.

China Traders' Insurance Company—\$1,550 per share.  
North-China Insurance Company—Tls. 1,125 per share.  
Yangtze Insurance Association—Tls. 875 per share.

Chinese Insurance Company—\$293 per share, sellers.  
Man On Insurance Company, Limited—\$25 per share premium.  
On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$325 per share.  
China Fire Insurance Company—\$292 per share.  
Hongkong and Whampoa Dock Company—86 per cent. premium, Sellers.

Hongkong, Canton, and Macao Steamboat Company—\$ 23 per share premium, Sellers.  
China Coast Steam Navigation Company—Tls. 162 per share.

Hongkong Gas Company—\$35 per share.  
Hongkong Hotel Company—\$100 per share, Sellers.  
China Sugar Refining Company, Limited—\$158 per share, Buyers.

China Sugar Refining Company (Debtentures)—3 per cent. premium.  
Hongkong Ice Company—\$180 per share, Buyers.

Hongkong and China Bakery Company, Limited—\$50 per share.  
Chinese Imperial Government Loan of 1878—1 per cent. premium, ex interest.  
Chinese Imperial Government Loan of 1881—2 per cent. premium.

**EXCHANGE.**  
On LONDON—Bank Bills, T.T. .... 3/8  
Bank Bills, at 30 days' sight ..... 3/8  
Bank Bills, at 4 months' sight ..... 3/9  
Credits, at 4 months' sight ..... 3/9  
Documentary Bills, 4 months' sight 3/9  
On PARIS—Bank Bills, on demand ..... 4/7  
Credits, at 4 months' sight ..... 4/7  
On BOMBAY—Bank, T.T. .... 22 1/2  
On CALCUTTA—Bank, T.T. .... 22 1/2  
On SHANGHAI—Bank, T.T. .... 7 1/2  
Private, 30 days' sight ..... 7 1/2

**HONGKONG TEMPERATURE.**  
(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).  
Hongkong, 23rd & 24th December, 1881.  
BAROMETER—1 P.M. .... 30.180  
Do. 4 P.M. .... 30.183  
THERMOMETER—1 P.M. .... 63.  
Do. 4 P.M. .... 62.  
Do. 1 P.M. (Wet bulb) ..... 61.  
Do. 4 P.M. Do. .... 60.  
BAROMETER—9 A.M. .... 30.280  
THERMOMETER—9 A.M. .... 56.  
Do. 9 A.M. (Wet Bulb) ..... 55.  
Do. Maximum ..... 64.  
Do. Minimum (over night) 55.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

Dec. 23, Ningpo, British steamer, 781, R. Cass, Canton 23rd Dec., General.—Siamson & Co.

Dec. 23, MALACCA, British steamer, 1,706, H. Weighill, Yokohama 15th Dec., Mails and General.—P. & O. S. N. Co.

Dec. 21, VERONA, British steamer, 1,934, E. Ashdown, Shanghai 21st Dec., Mails and General.—P. & O. S. N. Co.

Dec. 21, OXFORD, British steamer, 631, Wykes, Canton 23rd Dec., General.—Butterfield & Swire.

Dec. 21, ESPERANZA, French bark, 272, Le Normant, Iloilo 3rd Dec., Sapanwood and Sugar.—Carlowitz & Co.

Dec. 21, DIAMANTE, British steamer, 514, Cullen, Manila 21st Dec., General.—Russell & Co.

Dec. 21, NORDEN, Danish steamer, 773, Rismussen, Canton 21st Dec., General.—Butterfield & Swire.

Dec. 21, OXUS, French steamer, 3,700, Bapatel, Marseilles 13th Nov., Naples 15th, Port Said 10th, Suez 23th, Aden 31th, Galle 9th Dec., Singapore 15th, and Saigon 19th, Mails and General.—Messageries Maritimes.

Dec. 21, FERONIA, German steamer, 1,115, F. Nagel, Foochow 22nd Dec., Tei.—Siamson & Co.

Dec. 21, ZAMBEZI, British steamer, 1,519, J. H. Moule, Bombay 2nd Dec., and Singapore 15th, General.—P. & O. S. N. Co.

## DEPARTURES.

Dec. 23, ACTIV, Danish steamer, for Manila.

Dec. 23, AGNES MUIR, British ship, for Havre.

Dec. 23, APOLLO, German bark, for San Francisco.

Dec. 21, EXCY, Spanish steamer, for Amoy and Manila.

Dec. 24, MEATH, British steamer, for Port Darwin.

Dec. 24, HORAPUA, British bark, for Saigon.

Dec. 24, HAILONG, British steamer, for Swatow.

## PASSENGERS.

## ARRIVED.

Per Zambesi, steamer, from Bombay, &c., 121 Chinese.

Per Feronia, steamer, from Foochow, Mrs. White and Mr. Williamson.

Per Diamante, steamer, from Manila, 146 Chinese.

Per Malacca, steamer, from Yokohama, Lord and Lady Harris, Lord de la Zouche, Miss Welbeck, Rev. Mr. and Mrs. Davison, Lieut. A. Abaza, Messrs. Hodges, Tufnell, Hewlett, Cressy, Replogh, Jansen, 2 Russian seamen, and 29 Chinese.

Per Verona, steamer, from Shanghai for Hongkong.—Messrs. H. Bullock, R. H. Brown, F. H. Windham, H. Adamson, F. Marsh Brown, and servant, R. O. Wainwright, and 19 Chinese. For Suez.—Mr. W. H. Mapp and servant. For Brindisi.—Mr. G. Smith. For London.—Messrs. W. Bisset and R. Anderson.

Per OXUS, steamer, from Marseilles for Hongkong.—Mrs. Willes and European maid, Messrs. Noel, Wood, Mr. Brown, Vice-Consul Pitta Cavan, and Rev. Mr. Lanoue. From Marseilles for Shanghai.—Messrs. Russell, Hobson, Beveridge, Pétier, Bruohiere, Seguin, Loiselet, Stefan, and Schotte, and Mrs. Dajean; from Colombo, Mr. Rosswell, and servant; from Aden, Mr. and Mrs. Williams. From Marseilles for Yokohama.—Messrs. Monnaga and Marceuse; from Naples, Mr. and Mrs. Robertson and 3 children. From Singapore for Hongkong.—Messrs. E. H. Mulean, Kaba, Fan Chin Guan, A. J. da Silva, Chin Chin and 4 Chinese, and Mr. Gex; for Yokohama, Mr. E. Blaud. From Saigon for Hongkong.—129 Chinese.

## REPORTS.

The German steamer Feronia, from Foochow, reports very strong monsoon.

## MAILS.

The following mails will close:—

TO-DAY, 24th December.—For Amoy; per Diamante, at 5 p.m. For Shanghai; per Ningpo, at 3.30 p.m.

TO-MORROW, 25th December.—For Hoihow and Haiphong, per Kang-ohi, at 9 a.m.

On MONDAY, 26th December.—For the United Kingdom and Europe, via Brindisi; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Verona; printed matter at 2 p.m., letters at 3 p.m. For Amoy, Tamsui and Tainan, per Fokien, at 5 p.m.

On TUESDAY, 27th December.—For Swatow, Amoy and Foochow, per Kwangtung, at 9 a.m.

On WEDNESDAY, 28th December.—For Nagasaki and Yokohama, per Malacca, at 11.30 a.m.

On MONDAY, 2nd January.—For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar, per Amazon, for printed matter at 10 a.m., and letters at 11 a.m.

## Intimations.

## Christmas Presents.

## H. FOURNIER &amp; Co.

HAVE JUST RECEIVED, ex French Mail Steamer,

A Splendid Assortment of FANCY GOODS,

Suitable for CHRISTMAS AND NEW YEAR'S PRESENTS.

Also a Large Assortment of TOYS,

and Articles for CHRISTMAS TREES.

CRACKERS.

BONBONS (Assorted).

CRYSTALIZED MELONS (Sound).

CHOCOLATE CREAM.

DRAGEES à la LIQUEURS.

BISCUITS.

FIGS.

MALAGA RAISINS.

SULTANA RAISINS.

TABLE PLUMS.

FRUITS in JUICE (Assorted).

TERRINES de PATE de FOIE GRAS.

NOIX de VEAU TRUFFE (in Tins).

COTELETTE de VEAU (in Tins).

VEAU ROTI (in Tins).

RIS de VEAU (in Tins).

FRICANDEAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

## LIQUEURS.

CHARTREUSE.

BENEDICTINE.

ANISETTE.

CURACAO.

CHAMPAGNE (Vve. Olignot).

## OLARETS.

CHATEAU LAROSE.

CHATEAU LAFFITTE.

MEDOC.

VERMOUTH (Nolly Prat).

VERMOUTH (Tarino).

H. FOURNIER & Co.

CORNER OF D'AGUILAR STREET AND WELLINGTON STREET, Hongkong.

16th December, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, QUEEN'S-ROAD CENTRAL.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER always on hand.

L. MALLORY, Proprietor. Hongkong, 24th June. 1881.

NOTICE OF REMOVAL.

A. MILLAR & Co., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, BEACONSFIELD ARCADE, where Orders for Fittings and Repairs will be punctually attended to. Hongkong, 11th November, 1881.

C. L. THEVENIN, COMMISSION AGENT, WINE AND SPIRITS MERCHANT. CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS, WHISKY &c., &c. FRENCH BOOTS AND SHOES FOR LADIES AND GENTLEMEN. HONGKONG HOTEL BUILDING.



## Intimations.

LE CERCLE-TRANSPORTS.  
SOCIÉTÉ ANONYME D'ASSURANCE  
MARITIME MARSEILLE.CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

## TO LET.

FURNISHED ROOMS,  
AT THE WANCHAI CLUB,  
Queen's Road East.

ARRANGEMENTS for Mess can be made.

Apply to F. PEREIRA,  
Wanchai Club.

Hongkong, 19th December, 1881.

## STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors;  
English & American Billiards.

Dinner at One o'clock.

Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK,  
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GUNMAKERS, &c.  
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

## FOR SALE CHEAP.

A First Class PONY PHAETON by Lenny of Croydon.

Apply to M. A.

The "Hongkong Telegraph" Office.  
Hongkong, 24th June, 1881.

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Descrição do Imperio da China, precedida de algumas noticias sobre os Conventos de S. Francisco e de Sta. Clara em Macao: excerpto do Vergel de Plantas e Flores da provincia da Madre de Deus dos capuchos reformados, composto pelo Padre Mestre Fr. Jacinto de Deus. Lento de Theologia, Primeiro Padre da mesma Provincia, ex-Commissario Geral e Deputado do Santo Officio da Inquisição da Goa na Índia Oriental ..... 1.00

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## NEW DIRECTORY

## FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES.

FOR THE YEAR 1882.

WILL BE PUBLISHED,

PRICE TWO DOLLARS.

ENTITLED  
"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *valet mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF long by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted, that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 24th, 1881.

## SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—NO. 1 extending from Green Island to the P. and O. Company's Wharf; NO. 2 from the P. and O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Government Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to Kollott's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Albay	3 Dec.	23	Lightwood	British	366	D. Lapraik & Co.
Bellona	† Dec.	18	Fickmeyer	German	789	Siemssen & Co.
Cebu	* Nov.	29	Edgar	American	373	Captain
Chefoo	3 Dec.	24	Wyles	British	684	Butterfield & Swire.
C. of R. de Janeiro	1 Dec.	21	Cavally	American	3448	P. M. S. S. Co.
Consolation	2 Dec.	15	R. Young	British	761	Yuen Fat Hong.
Conquest	3 Sept.	28	Hamlin	British	318	Shun Hang Hong.
Diamante	3 Dec.	24	Cullen	British	514	Russell & Od.
Fame	3	—	A. Stapani	British	117	H. K. & W. Dock Co.
Greyhound	3 Dec.	22	Scott	British	226	Adamson, Bell & Co.
Helios	3 Dec.	12	Lazarich	Aus. H'an.	1428	Melchers & Co.
Hongkong	1 Oct.	28	—	British	67	K. Achoung & Sons.
Joloano	3 Dec.	19	J. Marques	Spanish	654	R. Mouranté.
Kang-chi	3 Dec.	20	Marsden	Chinese	688	C. M. S. N. Co.
Kwangtung	3 Dec.	23	Young	British	674	D. Lapraik & Co.
Malacca	3 Dec.	23	Welghill	British	1706	P. & O. S. N. Co.
Nelson	3 Nov.	25	Thorn	British	894	Geo. R. Stevens & Co.
Norden	3 Dec.	24	Rasmussen	Danish	778	Butterfield & Swire.
Oxus	3 Dec.	24	Rapatel	French	3770	Messageries Maritimes.
Paladin	2 Dec.	20	Parker	British	897	Arnhold, Karberg & Co.
Peneco	2 Dec.	23	Kenderdine	British	652	Soy Sing.
Phoenix	3 Dec.	21	Behrens	German	789	Siemssen & Co.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	1 July	7	Man Fu	Annamese	93	Captain.
Tannadice	4 Dec.	8	Green	British	3000	Gibb, Livingston & Co.
Verona	3 Dec.	24	Ashdown	British	1984	P. & O. S. N. Co.
Volga	3 Dec.	17	Gairand	French	1049	Messageries Maritimes.
Vorwaerts	2 Dec.	22	Evers	German	611	Wieler & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	1 July	7	Lee Tung Tuk	Annamese	120	Captain.

\* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. \*\* Patent Slip.

## Sailing Vessels.

Anna	3 Nov.	18	W. Jelfen	Ger. bark	447	Order.
Belle Morse	4 Nov.	17	Norton	Amr. ship	1307	Order.
Blue Jacket	4 Nov.	21	Percival	Amr. ship	1396	Ed. Schellhaas & Co.
Bonito	3 Nov.	26	H. Stehr	Ger. schr	841	Ed. Schellhaas & Co.
Caylon	5 Dec.	7	H. Helt	Amr. bark	631	Russell & Co.
Citania	2 Dec.	3	Hunt	Brit. bark	782	Captain.
Daniel Barnes	3 July	22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Elise	2 Dec.	8	Bruhn	Ger. bark	515	Wieler & Co.
Elliotts	3 Nov.	25	Geo. Crighton	Brit. brig	235	Chinese.
Esmeralda	2 Nov.	7	H. Brock	Ger. bark	788	Siemssen & Co.
Esperance	2 Dec.	24	Le Normant	Frans. bark	279	Carlowitz & Co.
Fluelin	3 Nov.	21	Fearlett	Brit. bark	498	Chinese.
Hecht	3 Dec.	3	W. Floetz	Ger. sm schr	358	Siemssen & Co.
Hellton	5 Oct.	8	Hewe	Amr. ship	1199	Captain.
Honrik Ibsen	2 Nov.	26	Dau	Norw. bark	274	Siemssen & Co.
Hera	4 Dec.	12	L. Grimm	Ger. bark	1036	Captain.
Hermine	3 Dec.	7	Meyer	Ger. bark	350	Ed. Schellhaas & Co.
Hindoo	2 Dec.	4	Matthiessen	Ger. bark	641	Wieler & Co.
Hindustan	3 Sept.	10	Bolyea	Brit. ship	1547	Captain.
Hiram Emory	4 Nov.	15	Wymar	Amr. bark	799	Order.
Humboldt	2 Nov.	20	Stoll	Ger. bark	329	Ed. Schellhaas & Co.
Iraux	3 Dec.	12	A. Pearce	Brit. bark	327	Captain.
James Wilson	2 Nov.	26	R. Holmes	Brit. bark	326	Wieler & Co.
J. H. Bowers	2 Dec.	2	Harkness	Amr. bark	784	Chinese.
Junio	2 Nov.	26	Brechtwaldt	Brit. bark	512	Siemssen & Co.
Laura	3 Nov.	13	Voh Ethen	Ger. bark	332	Ed. Schellhaas & Co.
Leonore	4 Nov.	18	Petersen	Amr. ship	1440	Captain.
Loti	2 Nov.	24	Dudfield	Brit. bark	472	Chinese.
Lucy	2 Oct.	30	Habekost	Brit. schr	219	Chinese.
Malvina	2 Nov.	27	Kluge	Ger. bark	479	Wieler & Co.
Manhem	3 Nov.	15	Jansson	Swed. schr	463	Siemssen & Co.
Mario	2 Nov.	23	Hundewardt	Ger. bark	429	Wieler & Co.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
N. D. Auxiliatrice	4 Dec.	1	Jagoret	Frans. bark	535	Captain.
Nicolas Thayer	2 Nov.	25	R. S. Oraley	Amer. bark	585	Gibb, Livingston & Co.
Occident	2 Dec.	4	Routier	Ger. bark	274	Wieler & Co.
Orient	2 Nov.	16	Com. germana	Ger. bark	461	Ed. Schellhaas & Co.
Panay	5 Dec.	8	P. Bray	Amr. ship	1190	Adamson, Bell & Co.
Papa	3 Dec.	3	Blye	Ger. bark	392	Siemssen & Co.
Printzenberg	2 Dec.	8	Schottmann	Ger. bark	653	Melchers & Co.
Rad Cross	4 Nov.	18	Howland	Amer. ship	1303	Order.
Richard Parsons	4 Nov.	17	Paokard	Amer. bark	1180	Captain.
Ringleader	5 Dec.	2	W. B. Bray	Amer. ship	1183	Captain.
Schwan	2 Nov.	24	T. Schroeder	Ger. brig	276	Siemssen & Co.
Spartan	5 Nov.	16	Vincent	Amr. schr	86	W. H. Ray.
Spirit of the Age	3 Nov.	17	Williams	Brit. bark	547	Chinese.
Sophie	2 Nov.	21	Bingo	Ger. brig	230	Wieler & Co.
Stonewall Jackson	4 Sept.	10	Swain	Amr. bark	1102	Russell & Co.
Syren	2 Oct.	5	Braun	Amr. ship	875	D. Lapraik & Co.
Twilight	5 Sept.	27	Westland	Amr. ship	1203	Arnhold, Karberg & Co.
Walla Castle	8 Dec.	11	Brown	Brit. bark	625	Captain.
Waltikka	5 Dec.	8	J. G. Helt	Russ. ship	942	Captain.
Wilhelm	3 Dec.	23	Wilmsen	Ger. ship	1350	Siemssen & Co.

\* Cosmopolitan Dock. \*\* Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.